A HALF MILLION TO BEAT LIPTON

Crews Are Being Picked for the Great Race in September

When American and English Yachtsmen Will Contest

A half million dollars or more is being spent this summer just for a yacht fast enough to beat Sir Thomas Lipton's Shamrock IV.

The big race between the fastest English boat and the fastest American craft will be run next September 10 off Sandy Hook. Sir Thomas Lipton is a jolly good sport. He makes his money in the tea business and spends it trying to beat America at yacht racing.

The reason so much money is to be spent to beat Lipton is because so many begged for a chance at the champion of the British Isles. Several different clubs offered to finance different boats to contest with Lipton.

Sir Thomas Lipton's vessel, the Shamrock IV, was launched May 26, Queen's birthday. She has a length of waterline of 75 feet. Her overall length is 110 feet. Her beam is 23 feet. Her draught is 13 feet 9 inches. The height of the main mast is 160 feet. The bowsprit is 10 feet outboard. The lofty sails are narrow. There are three masts, one of steel and two of wood.

Lipton in sending the challenge, specified the American boat should be not more than 75 feet at the water line.

Length of a vessel is an important item in racing. The various features decide the ease with which a craft is handled in the water and the speed it will attain.

As soon as Lipton sent his challenge the acceptances were ready. Alexander Smith Cochran, a carpet dealing millionaire, offered to build a yacht. Another syndicate from Boston, Philadelphia and New York, composed of George M. Pynchon, J. B. Ford and E. Trowbridge Hall of New York; F. C. Fletcher, E. S. Webster, Elliott Wadsworth, Charles Hayden, F. E. Peabody, J. C. Cobb, Oliver Ames and Henry Taggart of Boston; E. W. Clark of Philadelphia, with George D. Barron of Rye, N. Y., and George Lauder, Jr. of Greenwich, Conn., offered a yacht.

Another yacht was offered by flag officers of the New York Club consisting of J. P. Morgan, George F. Baker, Jr., Cornelius Vanderbilt, Henry Walters, Frederick G. Bourne and Arthur C. James.

The syndicate headed by Pynchon named their yacht the Defiance. The flag officers named their ship the Resolute. Cochran named his craft the Vanitie.

Reliance was the most extreme yacht built under the old rule, and this, on a water-line length of just 90 feet, was over 140 feet in length on deck, and spread the enormous sail area of over 16,000 square feet of canvas. Such racing yachts lost their usefulness as soon as the cup contests were over. The new rule produces a more reasonable boat.

PUBLICITY ATTENDS BUILDING OF YACHTS.

In the other days absolute secrecy attended the building of yachts. While considerable secrecy attended the building of the yachts this year the measurements have all been given out.

Had only one yacht been made this year the cost would have been much less. But the different yachting clubs insisted in putting out their boats according to their own ideas. The more sail does not necessarily mean the fastest boat. Different sails work differently in different winds. Too much sail makes the boat more likely to capsize.

The Resolute has 8,188 square feet of sail. The Vanitie has 9,465 square feet. The Defiance has 9,820 square feet. All these have much less sail than the old Reliance.

The sailors who will man these boats are keen for the races. They care nothing for the pay. What they want is a share of the big prize money if they keep the cup nailed down. But the pay is greater than to the average sailor.

To every man jack goes $40 a month, with $5 a month extra at the end of the season for conduct money. The quartermasters get $50 each. The second mate gets $1,200 for the season, the first mate $1,500 and the sailing master from $2,000 up.

Now, out of this crew three special men are picked—one to shin the mast in case of trouble, one to climb out on the bowsprit and one to keep the lazarette, where the extra suits of sail are stored. These take down an extra $5 monthly. Whenever a boat starts everybody receives an extra $2.50. Any race won nets everybody $5 more. Oh, yes, the crew of a winning cup defender can salt away a pretty little piece of money—if they save!

The three crows went on the payroll on April 1. There they stay for six months. All hands are helping with the boats as well, cleaning, fixing gear, tuning up. Some have looked over the sails, others have polished the underbody.

And all this time they have been living high. Each yacht has a tender and attendant launches. On the tender the crew eats and sleeps. The steamer City of Stamford, altered at a cost of $10,000, is a floating house for Vanitie. Defiance has the Irolita, Commodore Clark's schooner; the Cape Cod is Resolute's mother ship.

Every man jack has been sailing ships all his life. Their organization is all complete when they join. The first mate has his place forward, directing the crew and tending the head sails; the second mate is amidships, usually in charge of the hauling of backstays and runners. The quartermasters boss the different gangs under the supervision of the master. On the quarterdeck is the force of sailing amateurs and the managing owner. The latter may or may not actually sail his craft. He has two or three amateur assistants, who are supposed to do the necessary chart work and keep the log of each race.

They pick out on the chart the position of the defender, practically on every tack. They must be prepared to give her location to the helmsman whenever it is necessary. Sometimes, not often, they are asked for advice.

Not all of the men who put up the money can sail in a race. They must be public spirited enough to stay away and watch their pride do her work from some more distant point of vantage than the quarterdeck. All that is asked of them is to put up their money regularly and unstintingly.

And not all the money goes for the boat, either. A pretty penny is needed for daily expenses. Yachting crews can eat a deal of provender. And they must be clothed. Every sailor man gets four whits canvas working suits to begin with. He must have oliskins and rubber boots and tan leather, rubber-soled deck shoes. Likewise his kit must contain a blue jersey and a pair of blue trousers, also a man o' war shirt.

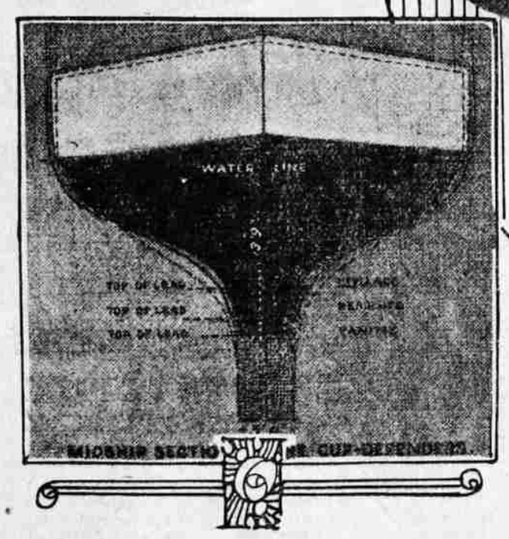
And now we have the boats safely launched and in the water, each in charge of her picked crew. What next? Ah, the tuning up. And that's the job that lasts until the morning of the race. Resolute and Defiance and Vanitie have each a tough, gruelling summer's work cut out for them.

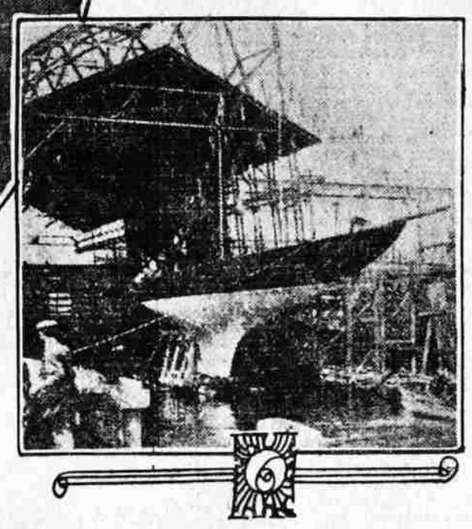
First, all three will be taken to the New York end of the Sound. Then come ten days of racing—mere trials, not at all decisive. On June 2 followed the regatta of the New York Yacht Club, under whose flag all three boats sailed. After that they race around the circuit, meaning that they take part in all the chief regattas of the principal yacht clubs, to get further tuning. On July 5 all three will be summoned to Newport, where the real work begins.

Day after day they will race each other there, pausing for breath, to make changes in rigging or gear as the owners see fit. Then in the latter part of August the real elimination races take place—as many as the committee appointed by the New York Yacht Club sees fit.

And then, on September 10, off Sandy Hook, the first race with Shamrock IV, and the best three cut of five.

CENTER — Sir Thomas Lipton. Upper, left—Launching the Shamrock IV. Upper, right—Comparison of sail plans of American yachts; outer sail shows expanse of the Reliance, next shows Defiance; third, Vanitie, and smallest, Resolute. Upper center—The trophy. Lower, left—Showing midship sections of cup defenders. Lower, center—The Resolute. Upper, right—Launching the Defiance.





The Last Straw.

"Will you take a couple of tickets for the tradesmen's dance, Mickins?" inquired the local bootmaker.

"Tickets?" snorted Mickins. "I can't afford tacks, let alone tickets, with trade in this condition."

"Things as bad as all that?" came the sympathetic inquiry.

"'Tisen't the trade, but the people, as worries me. Look at this pair of trousers, now. This is the fifth time I've had 'em in to press, and they're not even paid for."

"Bit off, I'll admit," said the vendor of boots; "but you need not grumble. What about me? Yesterday I went to collect a bill for a pair of boots and the wretch kicked me out with them!"

INSURING MINE DISASTERS

Because of the frightful disaster in a coal mine at Eccles, W. Va., the State workmen's compensation fund which started business last October finds itself staggering under the necessity of paying a large sum to widows and orphans of the 180 victims. The scheme under which the State is operating contemplates the division of industries into twenty-three separate groups which are assessed according to the seriousness of the hazards involved. The employers pay 90 per cent while the employes pay 10 per cent of these assessments.

When the plan was originated no provision was made for a castrophe of such proportions as that at Eccles. The money is paid into a general fund and the losses are settled as they occur. Now the Public Service Commission proposes to ask the legislature to authorize it to tax each industry separately in case of similar disasters. This proposition appears fair on its face, but there are objections.

Washington has a State assessment scheme for the settlement of workmen's compensation losses, and each industry in the State not only pays its assessment separately, but also pays for its own losses. The scheme out there had not been in force very long before there was an explosion in a powder mill at Chehalis, which killed a number of girls and made the payment of between $30,000 and $40,000 imperative. Powder mills in Washington were assessed at 10 per cent of their payrolls.

It happened, however, that there were only three powder-making concerns in the State. Two of them, including the one which had the explosion, were of small means, and the other was a great interstate concern which refused to subscribe to the compensation idea. In consequence there was only about $250 in the fund for the victims of powder mill accidents, and the only concern capable of paying an extra catastrophe assessment went into the United States courts to test the constitutionality of the law.

It would be better if the West Virginia commission would cause the amendment of its law so that a catastrophe fund can be created through an independent assessment on all its industries, or that it make arrangements as it now has the power to do under the law to reinsure its catastrophe hazard with some foreign concern like Lloyds' of London, if the underwriters there will accept the risk.

"You may cackle, my son," said Smithy, "about our big fleet, our efficient army, and our wonderful resources, but you must, in spite of our so-called flying corps, admit we are miles behind in the airship biz. France and Germany are all before us in the flying game."

"Quite right; they should be," replied Private Brown. "I've never known America to fly before a foreign power yet!"

Browne—What ever became of Digg? You remember he took a Ph. D. in Greek poetry.

Grey—He's scanning meters for a gas company.—The Smart Set.

WOMEN CIGARETTE SMOKERS

London, so far, has not followed the example of Chicago, in opening a clinic for the treatment of the thousands of girls and women who desire to be cured of the cigarette habit, but the cigarette habit, none the less, is apparently becoming a confirmed one among women in England.

The manager of a leading firm of cigarette makers in Piccadilly confessed that he had a large and increasing number of women clients on his books.

"Women smoke as a matter of course now," he said, "and it is the fashion for them to have their cigarettes especially made for them. Turkish tobacco has held the field until lately, but fashion is tending toward coarser cut Russian tobacco made into cigarettes with maize paper, which slows down the combustion.

"Women are more luxurious smokers than men. They are now going in for most elaborate holders of amber and ivory, inlaid with gold, or studded with diamonds and other jewels. And, of course, they have their gold and silver cigarette cases specially made to hold the particular size of cigarette they smoke, and charming little jeweled match boxes.

"Physicians have something to do with the growth of smoking among women. In prescribing for nervous women they often include one or two cigarettes a day as part of the treatment, and so the habit starts until you find a woman smoking half a dozen cigarettes with her coffee after lunch."

Several London hotel managers unanimously agreed that for a woman not to smoke in the restaurant after lunch and dinner was now the exception, and that smoking with afternoon tea was not unusual.

"The old social traditions and laws of etiquette are dying out. On the continent women have smoked for years, and it is from them that the women of this country have caught the habit. In Germany women have now started smoking light cigars, but I cannot believe their example will be followed here."

POOR MAN SPEAKETH.

They often speak of women thus:
"They cannot thro wa stone." But, then,
The looks the charmers cast at us!
And, oh, the marks they make of men!
—Judge.